NAS Around an Airport:

Class A (Alpha) Airspace
-18,000 to 60,000 (MSL)
-All Flight is IFR in class Alpha

Class B (Bravo) Airspace
-Surrounding Busiest Airports
-Generally from the surface to 10,000 feet (MSL)
-Additional Layers of Class B (2 or more) individually tailored to each airport
-ATC Clearance Required to enter Bravo Airspace
-Maintain Two-Way Communication while in Bravo
-Mode C required (Inside Mode C Veil)
-3 Statute miles visibility
-Clear of Clouds

Mode C Veil
-Exists within 30 nm of most class B airports
-Mode C Transponder Required

Class C (Charlie) Airspace
-Surrounds medium size airports
-Typically 10 nm radius
-Generally 2 segments
-5 nm radius, surface to 4,000 (AGL)
-10 nm radius shelf from 1,200 to 4,000 feet (AGL)
-Two-Way Communication Required to enter
-Mode C Transponder
-Three Statute Miles Visibility
-Cloud Clearance: 500 below, 1000, above, 2000, horizontally
Class D (Delta) Airspace

-Surrounds smaller airports
-Typically 4 nm radius
-Surface to 2,500 feet (AGL)
-Usually, Class D (Delta) reverts to Class E (Echo) when tower is closed
-Two-Way communication Required
-Three Statute Miles Visibility
-Cloud Clearance: 500 below, 1000, above, 2000, horizontally

Class E (Echo) Airspace

-Around some airports, and also around Class D (Delta) when Tower is not in operation
-At an airport, class E (Echo) begins at the surface
-Three Statute Miles Visibility
-Cloud Clearance: 500 below, 1000, above, 2000, horizontally

Class G (Golf) Airspace

-Class G (Golf) airspace is uncontrolled airspace
-It exists wherever Class A, B, C, D or E doesn't
-One Statute Mile Visibility
-Clear of Clouds

NAS Everywhere Else:

Class E (Echo) Airspace

-Unless designated at a lower altitude, Class E airspace begins at 14,500 feet (MSL) to 17,999 feet (MSL)
-Class E (Echo) begins again at 60,000 feet (MSL) and up
-If the airspace is not Class A, B, C, or D, and is controlled airspace, then it is Class E airspace.
- Class E (Echo) includes Federal Airways, airspace beginning at either 700 or 1,200 feet above ground level (AGL)

**Class G (Golf) Airspace**

- Class G airspace extends from the surface to the base of the overlying Class E airspace
- ATC has no authority or responsibility to control air traffic in Class G (Golf) airspace
- If the airspace is not Class A, B, C, or D, and is controlled airspace, then it is Class E airspace.
- Visual flight rules (VFR) minimums apply in Class G (Golf): one mile visibility and clear of clouds

**Special Use Airspace**

- **Prohibited areas**
  - Charted as a “P” followed by a number (e.g., P-49)
  - Flight of aircraft is prohibited
- **Restricted areas**
  - Operations are hazardous to nonparticipating aircraft
  - Flight is not prohibited but is subject to restrictions
  - If Restricted airspace is not active no clearance is required from ATC
  - If Restricted Airspace is active then clearance is required from ATC
  - Restricted areas are charted with an “R” followed by a number (e.g., R-4401)
- **Warning areas**
  - Designated with a “W” followed by a number (e.g., W-237)
  - Airspace containing activity that may be hazardous to nonparticipating aircraft
- **Military operation areas (MOAs)**
  - Defined vertical and lateral limits
  - MOA's are not numbered (e.g., “Camden Ridge MOA”)
  - Info on MOA's are on the back of the sectional charts with times of operation, altitudes affected, and the controlling agency
- **Alert areas**
  - Depicted on aeronautical charts with an “A” followed by a number (e.g., A-211)
  - Inform pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity
  - Pilots are responsible for collision avoidance